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HONGKONG, FRIDAY, FEBRUARY 6TH, 1925

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號六月式年四十國民華中

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TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon...	Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.20
Yau-mat...	Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.29
Shatin...	Dep.	7.02	9.36	10.51	12.21	1.36	4.56	5.31
Tai-po...	Dep.	7.16	9.49	11.04	12.34	1.49	5.09	5.44
Tai-po Market...	Dep.	7.31	9.58	11.18	12.48	1.58	5.18	5.53
Fanning...	Dep.	7.38	10.03	11.23	12.53	2.03	5.23	5.58
Shung-shui...	Dep.	7.58	10.27	11.47	13.17	2.27	5.47	6.02
Shum-chun...	Dep.	7.42	10.15	11.35	13.05	2.15	5.35	6.00
Shum-chun...	Arr.	7.42	10.15	11.35	13.05	2.15	5.35	6.00

SUNDAYS AND PUBLIC HOLIDAYS

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon...	Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.20
Yau-mat...	Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.29
Shatin...	Dep.	7.02	9.36	10.51	12.21	1.36	4.56	5.31
Tai-po...	Dep.	7.16	9.49	11.04	12.34	1.49	5.09	5.44
Tai-po Market...	Dep.	7.31	9.58	11.18	12.48	1.58	5.18	5.53
Fanning...	Dep.	7.38	10.03	11.23	12.53	2.03	5.23	5.58
Shung-shui...	Dep.	7.58	10.27	11.47	13.17	2.27	5.47	6.02
Shum-chun...	Dep.	7.42	10.15	11.35	13.05	2.15	5.35	6.00
Shum-chun...	Arr.	7.42	10.15	11.35	13.05	2.15	5.35	6.00

SHA TAU KOK RANCH.

WEEK DAYS.

		A.M.	A.M.	P.M.	P.M.
Fanning...	Dep.	7.45	11.30	2.20	5.25
Shataukok...	Arr.	8.40	12.25	3.15	7.20

WEEK DAYS.

		A.M.	A.M.	P.M.	P.M.
Shataukok...	Dep.	6.30	10.15	1.05	5.00
Fanning...	Arr.	7.25	11.10	2.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.

		A.M.	A.M.	P.M.	P.M.
Fanning...	Dep.	7.45	11.30	2.20	5.25
Shataukok...	Arr.	8.40	12.25	3.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

		A.M.	A.M.	P.M.	P.M.
Shataukok...	Dep.	6.30	10.15	1.05	5.00
Fanning...	Arr.	7.25	11.10	2.00	5.55

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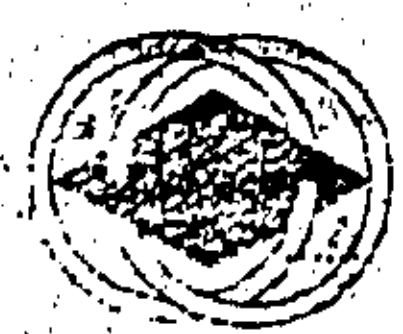
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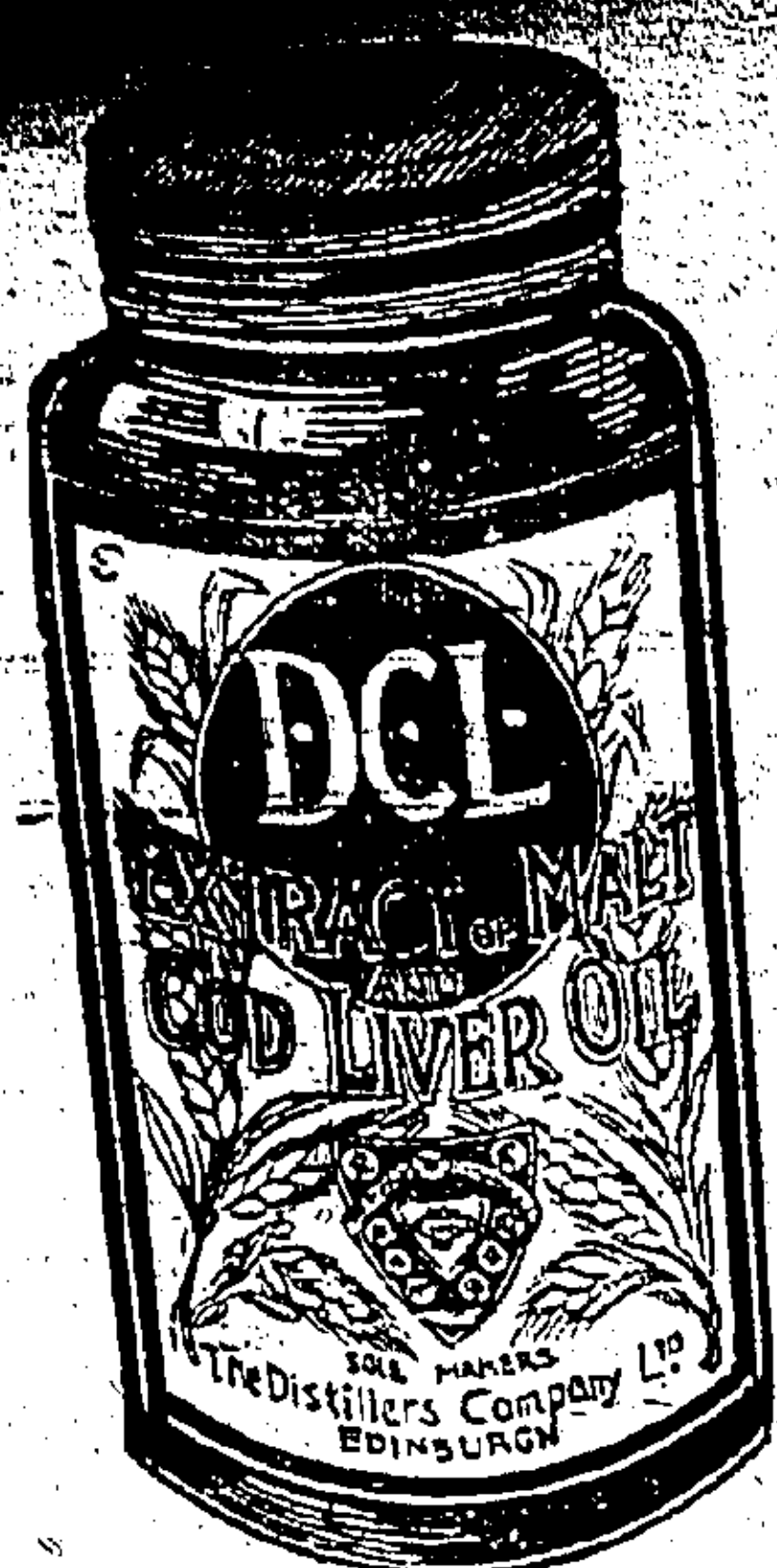
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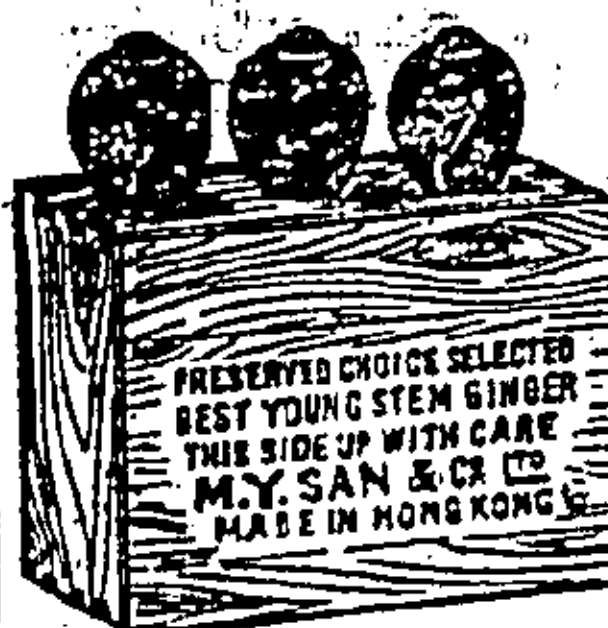
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OSLO.

WHY NORWAY HAS RENAMED HER CAPITAL.

The official name of the capital of Norway is no longer Christiania but Oslo, and the name under which the city has been known for three centuries disappears altogether. But this peculiar rechristening of the capital of Norway is not so wonderful as it may seem, writes a Norwegian in a London paper, for Oslo is the old name of the town, older than the town; from time immemorial the name of the place where a fair had been in existence for ages when King Harold Hardrada founded a town in 1047 and built St. Mary's Church, a royal chapel with 14 altars, famous all through the north and in time very rich. His son, King Olav Kyrr, made Oslo a bishopric and erected a cathedral dedicated to the local saint, St. Hallvard, a kinsman of St. Olav's, whose corpse was buried under the high altar and whose martyrdom was reproduced in the city seal of Oslo and still is to be seen in the seal of Christiania. The cathedral was very rich and had 21 minor altars.

Oslo very soon became a religious centre, and had 9 churches and 3 monasteries when the city was the residence of the Kings of Norway during the 14th century. But the extinction of the male line of the Haralds, Olavs, and Haakons proved fatal to Oslo as to all Norway. King Haakon V. died in 1319 and had no son. He was succeeded by Prince Magnus of Sweden, son of his daughter. Magnus was succeeded by his son Haakon VI., who married Princess Margrete of Denmark.

Their son, Olav V. was heir to Norway, Sweden, and Denmark, but died a boy in 1357 and left his clever mother ruler of the three northern countries. She got her nephew Prince Erik of Denmark elected King of Norway in 1380. He was married to Philippa, daughter of King Henry IV. of England, but they had no children and the King's nephew was elected to succeed the unpopular Erik in Denmark and Sweden in 1439, in Norway in 1442. Christopher died childless in 1448, and his kinsman Prince Christian of Oldenburg, who married his widow, was elected King of Denmark in 1448, in Norway 1450, in Sweden in 1457. The House of Oldenburg lost Sweden in 1691, but the union between Norway and Denmark under this Royal Family lasted until 1814.

THE NEW NAME.

The half-German Kings gave privileges to the Hanseatic League that proved injurious to Oslo and national trade; and the forcible introduction of the Lutheran Reformation by King Christian III. in 1537 was ruinous for Oslo and other centres of worship. St. Mary's Church had been looked by the King in 1523 and burnt. Now the churches and cloisters and their properties were confiscated under the Crown; and in 1530 the episcopal palace in Oslo was given to the citizens to use for a stone-pit, and the city was repeatedly destroyed by fires during the wars with Sweden.

Oslo being unfortified, the Kings wanted to move the town nearer under the guns of Akershus fortress, not quite an English mile farther west. And when a great fire had ruined the greater part of Oslo in August, 1824, King Christian IV. ordered the inhabitants to move to Akershus; and he planned the new town and named it after himself—Christiania. But as early as in 1839 P. A. Munch, the great historian, advised that Christiania should again be called Oslo. In 1892, when a great legal reform was carried through in Norway, the jurisdiction of the capital was called the Oslo circuit and not Christiania. When a new system of election was introduced in 1906 the first constituency in the capital was called Oslo. In 1915 the bishopric of Christiania was again called by the historical name Oslo. The city council had been discussing the name question from 1899 till 1923. But there had always been a certain power of inertia against altering the name.

A WELCOME CHANGE.

The friction between Denmark and Norway occasioned by the Greenland dispute gave fresh impetus to the movement for getting rid of the names that reminded of the Oldenburg Kings and the union with Denmark, which never was popular in Norway. So when in 1923 there was a division in the name question in the city council of Christiania, 42 voted on each side; but even those who voted in favour of "Christiania" expressed their sympathy for a change but were not willing to effect it till after the tercentenary of Christiania in September, 1924.

In the meantime a private Bill for changing the name of the capital was introduced in the Storting, or Parliament, and was passed in the Lower House, on June 30th, with 51 against 23 votes, and in the Upper House on July 4th, with 21 against 15 votes—the new law coming into effect from 1925. The change has been generally accepted all over Norway, and all corporations and political parties have been equally eager to make it effective at once.

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Employees of the Midland Bank, Ltd., have had a pleasant surprise from the directors. Beginning on January 1st, war bonuses are to be abolished and added permanently to salaries, which it is stated, means the swelling of the war list by well over £200,000. "For some years now," said Mr. Frederick Hyde, joint managing director of the bank, "we have been paying partly by wages and partly by bonus. Now it is to be all wages. This means that so far as the future is concerned, our staff know exactly what income they can count upon. For those who are nearing the retiring age it means that their pensions will be calculated on the increased salary; so all round I think they are very well satisfied."

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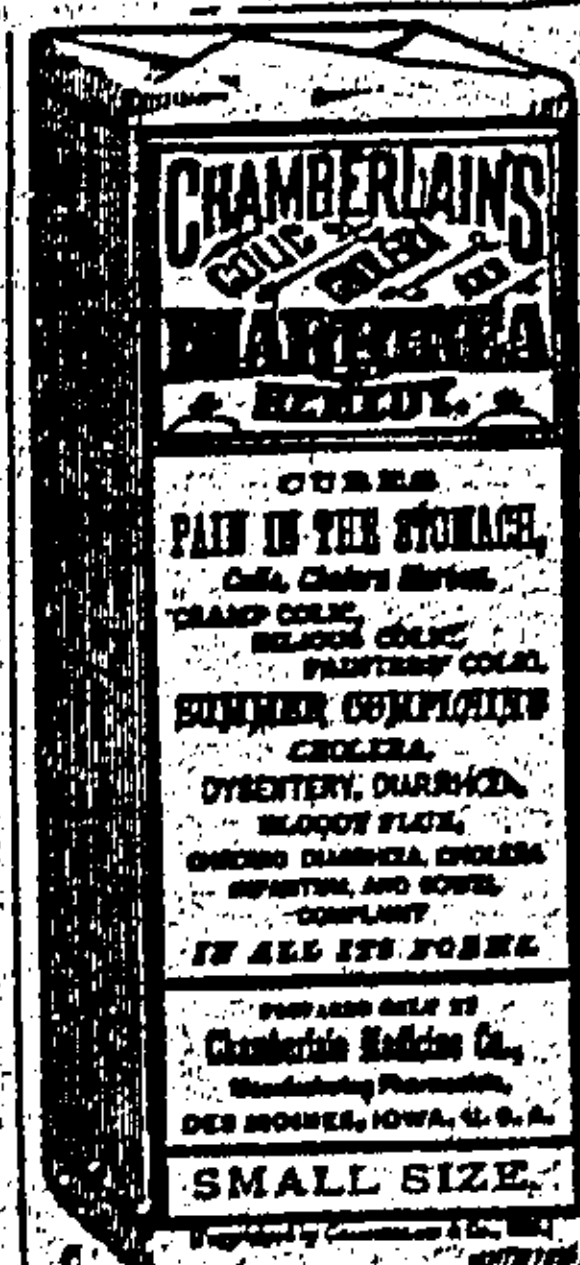
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EDINBURGH

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OSLO.

WHY NORWAY HAS RENAMED HER CAPITAL.

The official name of the capital of Norway is no longer Christiania but Oslo; and the name under which the city has been known for three centuries disappears altogether. But this peculiar rechristening of the capital of Norway is not so wonderful as it may seem, writes a Norwegian in a London paper, for Oslo is the old name of the town, older than the town; from time immemorial the name of the place where a fair had been in existence for ages when a King Hård Råde founded a town in 1047 and built St. Mary's Church, a royal chapel with 14 altars, famous all through the north and in time very rich. His son, King Olav Kyrre, made Oslo a bishopric and erected a cathedral, dedicated to the local saint, St. Hallvard, a kinsman of St. Olav's, whose corpse was buried under the high altar and whose martyrdom was reproduced in the city seal of Oslo and still is to be seen in the seal of Christiania. The cathedral was very rich and had 24 minor altars.

Oslo very soon became a religious centre, and had 9 churches and 3 monasteries when the city was the residence of the Kings of Norway during the 14th century. But the extinction of the male line of the Haralds, Olavs, and Håkonsons proved fatal to Oslo as to all Norway. King Haakon V. died in 1319 and had no son. He was succeeded by Prince Magnus of Sweden, son of his daughter. Magnus was succeeded by his son Haakon VI., who married Princess Margrete of Denmark.

Their son Olav V. was heir to Norway, Sweden and Denmark, but died a boy in 1357 and left his clever mother ruler of the three northern countries. She got her nephew Prince Erik of Pomerania elected King of Norway in 1389, of Denmark and Sweden in 1396. He was married to Philippa, daughter of King Henry IV. of England, but they had no children, and the King's nephew was elected to succeed the unpopular Erik—in Denmark and Sweden in 1439, in Norway in 1442. Christopher died childless in 1448, and his kinsman Prince Christian of Oldenburg, who married his widow, was elected King of Denmark in 1448, in Norway 1450, in Sweden in 1457. The House of Oldenburg lost Sweden in 1591, but the union between Norway and Denmark under this Royal Family lasted until 1814.

THE NEW NAME.

The half-German Kings gave privileges to the Hansatic League that proved injurious to Oslo and national trade; and the forcible introduction of the Lutheran Reformation by King Christian III. in 1537 was ruinous for Oslo and other centres of worship. St. Mary's Church had been looted by the King in 1523 and burnt. Now the churches and cloisters and their properties were confiscated under the Crown; and in 1539 the episcopal palace in Oslo was given to the citizens to use as a storehouse, and the city was repeatedly destroyed by fires during the wars with Sweden.

Oslo being unfortified, the Kings wanted to move the town nearer under the guns of Akershus fortress, not quite an English mile farther west. And when a great fire had ruined the greater part of Oslo in August, 1624, King Christian IV. ordered the inhabitants to move to Akershus; and he planned the new town and named it after himself—Christiania.

But as early as in 1839 P. A. Munch, the great historian, advised that Christiania should again be called Oslo. In 1892, when a great legal reform was carried through in Norway, the jurisdiction of the capital was called the Oslo circuit and not Christiania. When a new system of election was introduced in 1906 the first constituency in the capital was called Oslo. In 1915 the bishopric of Christiania was again called by the historical name Oslo. The city council had been discussing the name question from 1908 till 1923. But there had always been a certain power of inertia against altering the name.

A WELCOME CHANGE.

The friction between Denmark and Norway, occasioned by the Greenland dispute gave fresh impetus to the movement for getting rid of the names that reminded of the Oldenburg Kings and the union with Denmark, which never was popular in Norway. So when in 1923 there was a division in the name question in the city council of Christiania, 42 voted on each side, but even those who voted in favour of "Christiania" expressed their sympathy for a change but were not willing to effect it till after the centenary of Christiania in September, 1924.

In the meantime a private Bill for changing the name of the capital was introduced in the Storting, or Parliament, and was passed in the Lower House, on June 30th, with 81 against 23 votes; and in the Upper House on July 4th, with 21 against 15 votes—the new law coming into effect from 1925. The change has been generally accepted all over Norway, and all corporations and political parties have been equally eager to make it effective at once.

MORE PAY FOR BANK CLERKS.

WAR BONUS TO BE MERGED INTO WAGES.

Employees of the Midland Bank, Ltd., have had a pleasant surprise from the directors. Beginning on January 1st, war bonuses are to be abolished and added permanently to salaries, which, it is stated, means the swelling of the wages list by well over £200,000. "For some years now," said Mr. Frederick Hyde, joint managing director of the bank, "we have been paying partly by wages and partly by bonus. Now it is to be all wages. This means that so far as the future is concerned, our staff know exactly what means they can count upon. For those who are nearing the retiring age it means that their pensions will be calculated on the increased salary; so all round I think they are very well satisfied."

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Hongkong, 12th July, 1924.

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for 3 " 3 1/2% " "

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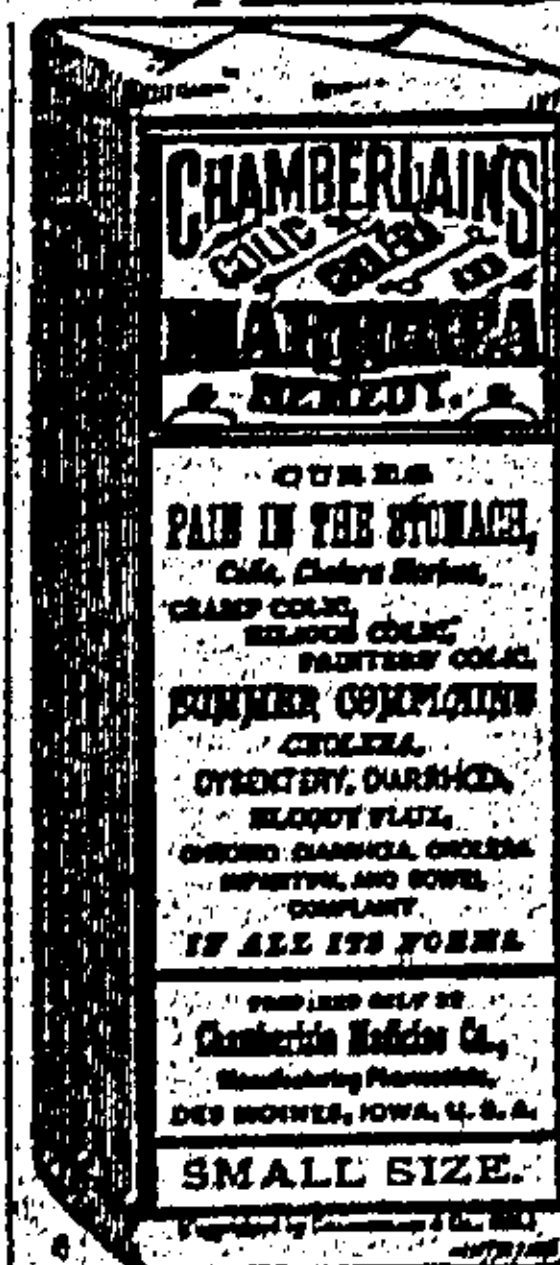
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insomnia arising from psychico-nervous causes,
malnutrition and its resultant ailment, anaemia,
bloodlessness, impaired vitality,
Convalescence, senile decay of the nervous system,
after-effects of tropical anaemia and one-sided diet,
etc.

SUGAR BEET.

GOVERNMENT PLAN APPROVED.

The future of the sugar-beet industry formed the subject of a debate in the House of Commons on December 18th, following a statement by Mr. Edward Wood, the Minister of Agriculture, who introduced a financial resolution to authorize the payment of a subsidy in respect of sugar or molasses manufactured in Great Britain from beet grown in this country during the next ten years. This subsidy is to be on a diminishing scale. For refined sugar of a polarization exceeding 98 degrees the subsidy will be at the rate of 10s. 6d. per cwt. for the first four years, 13s. per cwt. for the next three years, and 6s. 6d. per cwt. for the final three years. For sugar of lower degrees of polarization the subsidy will be at rates calculated on the basis of the scale applied for Customs duty. Excise duty is to be reimposed on sugar manufactured from home-grown beet, so the net cost to the Exchequer will be the subsidy minus the Excise duty. This means that the subsidy of 10s. 6d. this year will be lessened by 6s. 9d. duty, so that the immediate net cost to the State will be at the rate of 3s. 9d. per cwt., estimated to amount for this year to £263,000. As a condition of the subsidy it will be necessary for the factories to pay the growers a certain minimum price for the beet for the first four years, and the price would be fixed in the Bill at a figure of 44s. a ton which contained 153 per cent. sugar contents.

Mr. Wood explained that there was one aspect of the question which had excited some criticism—its reaction on the business of the great refining industry carried on in this country. The refiners had complained that the scale of the subsidy, as at present drawn, conferred a preference on the production of refined sugar as compared with the production of what might be called raw sugar, and thereby they feared that the attempt which was being made to assist one British industry would merely be made at the expense of another established industry. The Government, Mr. Wood said, had endeavoured to hold the scale absolutely evenly between the raw sugar interest and the refining sugar interest. There was nothing in the world to prevent the refining interest, if it wished—and he greatly hoped it would—going into this business itself and establishing its own factories, thereby qualifying itself to draw the subsidy. It was proposed that, if the refiner preferred to go into the raw sugar process and then carried the raw sugar away to his existing refinery he should be paid the raw sugar subsidy on the factory process and the part between the raw sugar subsidy and the refined sugar subsidy on the final stage of the refinery. It was estimated that the Government's proposals would cost £250,000 gross for this year by way of subsidy, but off that had to be taken the £25,000 which represented the income from the reimposed Excise. Roughly, those figures would be doubled for the second year, and beyond that it was impossible to give any forecast. He mentioned that, as a condition of the subsidy, it was necessary that a factory enjoying the subsidy should have in its plant 75 per cent. of machinery made in this country. There were at present three factories in operation, and there were eight new factories now contemplated, of which six were likely to be ready for working by October, 1925, and would be ready, therefore, to take next year's crop.

Mr. Noel Buxton said the provision with regard to the proportion of machinery to be bought in this country needed to be very carefully handled. It was of an entirely different character from the general provisions for assisting the industry. To his mind it was not a sound provision.

After considerable debate, in which several Socialists criticized the proposals of the Government, the resolution was carried by 223 votes to 22.

HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

FEBRUARY 5th, 1925.

Hongkong and Shanghai Bank .. \$1,200 b.
Canton Insurance .. \$755 nom.
Hongkong Fire Insurance .. \$710 s.
Union Insurance .. \$258 s.
Donghai Steamships .. \$38 b.
H.K. & M. Steamships .. \$39 nom.
"Star" Ferries .. \$71 b., ex div. ex Rights
Waterboats .. \$71 b.
"Shui" Transports .. \$16 b.
China Sugar .. \$35 b.
Langkate (combined) .. \$23 nom.
Kowloon Wharves .. \$209 b.
Whampoa Dock .. \$151 1/2 nom.
Shanghai Dock .. \$109 1/2 b.
H.K. & S. Hotels (old) \$18 s., (new) \$17.10 b.
Hongkong Land .. \$107 b., 107 1/2 s.
Rangoon Estate .. \$23 s.
Shanghai Cottons .. \$14 nom.
Oriental .. \$14.20 nom.
Cement (combined) .. \$29 s.
China Lights (combined) .. \$29 s.
Provident .. \$162 b., \$17 s.
Dairy Farms .. \$264 nom.
Electric .. \$471 b., \$48 s.
Hongkong Ropes (combined) \$39 nom.
Tramways .. \$54 s.
Watsons .. \$122 (old) \$14 nom.
Peak Tram (old) .. \$28 s.
b-buyers; s-sellers; ex-excess.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extreme-Orient of Saigon, in their circular dated January 28th, say: Business has been practically stopped during the last week owing to the Chinese New Year. To-day the market opened with a rather weak tendency in sympathy with the Hongkong market. Some demand, however, is reported from Japan for April-May shipment. The total amount of rice exported from January 1st to 15th, 1925, is 21,992 tons against 25,506 in 1924. We quote to-day White Saigon rice No. 3 sifted, Japan quality, Hongkong \$5.75 per picul f.o.b. Saigon, 20/13/8 per picul, f.o.b. Saigon, Yop 8.45 per picul f.o.b. Saigon. For February-March shipment.



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143354 1884/1888, 8627/8651 and 23047/23096-
100 Old Shares, 86231/86720 100 Old Shares,
92521/92530-100 Old Shares, 192797/192833-37
Bonus Shares, 489034/489133-100 New Shares,
457323/457398-78 New Shares, 206463/206522-
100 New Shares, 206563/206562-100 New Shares,
306574/306575-500 New Shares, 365511/365510-
100 New Shares, 365511/365510-100 New Shares,
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10260, 10269, 11260, 11261, 11255, 11255, 11256,
and 11557 dated 15th January, 1924, 21st Jan-
uary, 1924, 6th August 1924 18th March, 1924,
29th July, 1924, 7th August, 1924, and 17th
November, 1924, have been Lost or Misplaced, and
Notice is hereby given that if within Thirty
Days from the Date hereof No Claim or Repre-
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cates are made to the General Managers, they
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CLAIMS AGAINST TAXI CO. DRIVER'S "EMPTY MILEAGE."

Judgment was delivered yesterday morning by His Honour Mr. Justice Gompertz, in the case in which Tsang Wing, a chauffeur, formerly in the employ of the Hongkong and Kowloon Taxicab Company, sued the firm for \$780, being \$400 damages for wrongful dismissal and \$380 deposit paid by plaintiff to defendants. Plaintiff also claimed the costs of the action.

His Lordship said that, after giving the matter his best consideration, it was his opinion that according to a clause in the contract plaintiff was bound to use care as a reasonably skilful driver would do. If in any of the specified matters—petrol consumption, tyre consumption or wear and tear of chassis, etc.—he had not shown ordinary care and skill, then under the clause the Company might summarily terminate the agreement. But nothing of this kind was alleged against plaintiff.

His breach of duty was alleged to be that compared with his running expense, his takings were too low, or as it was put by the Company, his empty mileage was in excess of his fare mileage, and the result was a loss to the Company on the running of his cab.

The early record of plaintiff's work showed his earning capacity as good if he exerted himself, but later figures showed that he was not doing his best or giving that quality of service his employers had a right to require. Looking at the facts, he was bound to find that justification had been proved.

It was admitted that the Company had in hand \$130 of the plaintiff's money, which they could not claim to retain, and this sum had not been paid into the Court. There must be judgment for plaintiff for this amount, with the consequential order as to costs, except those of this reserved judgment.

In a similar claim against the Company by Pang Siu, also previously employed as a chauffeur, His Lordship gave judgment for defendants with costs.

COLLISION OFF CASTLE PEAK. FIVE CHILDREN DROWNED.

A collision occurred in the early hours of Wednesday morning off Castle Peak, when the Indo-China s.s. *Kwong Sang* struck a trading junk, and cut off the stern, as a result of which five children were drowned. The junk, one of 100 tons capacity, or thereabouts, had anchored about a mile off Castle Peak, in the course of her journey from Yauwatt to Canton.

The master, with his wife, sister-in-law and nine children, slept aft, and the crew of eleven forward. The twelve occupants of the after part of the vessel were thrown into the water; and of these, the three adults and four children were rescued by the crew, who were in safety, the vessel not being damaged below the waterline and still remaining afloat.

Three boys and two girls, however, were drowned.

HELENA MAY MUSICALS.

There was a large attendance at the Helena May Institute yesterday evening, when another of the periodical musicals was held.

The programme was an excellent one and greatly appreciated, each performer being enthusiastically received, while encores were frequently called for.

The items were as under:
Piano Solo—Minuet in G... Paderewski.
Mrs. HATTERLEY-SMITH.

Mezzo-Soprano Solo—
"The Magic of your Voice" Hardy.

Mrs. FLEMING.

Baritone Solo—
"The Blind Ploughman" Coningsby Clarke.

Mr. T. H. PIERCE.

Soprano Solo—
(a) Far off Tido... Easthope Martin.

(b) Well-a-day... Easthope Martin.

Mrs. STANLEY COLLETT.

Tenor Solo—
"Molly Brannigan" Villiers Stanford.

Mr. D. M. RICHARDS.

Piano Solo—Two English Dances
Roger Quilter.

Mrs. HATTERLEY-SMITH.

Baritone Solo—"Song of the Wild"
Eric Costes.

Mr. T. H. PIERCE.

Soprano Solo—"Sing Joyous Bird"
Montague Phillips.

Mrs. STANLEY COLLETT.

Tenor Solo—
"We'll go no more a-roving"
Maud Vallerie White.

Mr. D. M. RICHARDS.

Mezzo-Soprano Solo—
"There's a Land"
Allison.

Mrs. FLEMING.

ALLEGED ROBBERY. WOMEN'S JEWELLERY STOLEN IN EMPTY HOUSE.

Before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday afternoon, two Chinese were charged with committing an armed robbery on January 13th, at an unoccupied house at Nam Cheong Street, Sham Shui Po, when they stole jewellery from two Chinese women.

Mr. C. A. S. Russ appeared for defendants, who pleaded Not Guilty.

It was stated that the first defendant at the time of the affair, was living at the Kum Toi Boarding House, and the other at Nam Cheong Street, near where the robbery took place. On the afternoon of January 13th, one defendant is alleged to have gone to a certain house, and on his invitation, the girl, Chan San Yik, accompanied by her amah, Muk Tui, went with him to the Tung Sing restaurant and had a meal with him, the second defendant, and a third man, who is missing now. After the meal the party went to Nam Cheong Street to inspect the floor of an unoccupied house, which one of the defendants said he was going to live in.

While there, one of the defendants and the third man are alleged to have seized the amah, stuffed some cotton wool in her mouth and compelled her to hand over her jewellery. In the meanwhile, the other defendant is said to have seized the other complainant in the kitchen and robbed her of a gold bracelet, valued at \$30. This was the only jewellery taken from the girl. On leaving, the men prevented the women from raising an alarm, by threatening them that if they left the house before fifteen minutes had expired, there would be men waiting for them on the first floor of the house. Eventually information was given to the police and one defendant was arrested on a night steamer about to sail for Canton. On him was found a pawn ticket for a gold watch, belonging to one of the complainants, which he had pawned for \$20.

On being taken to the police station, he persisted in writing himself a statement of what he knew about the affair, and afterwards made another lengthy statement in reply to the charge. As a result of information he gave, the arrest of the other defendant was effected. Other pawn tickets relating to several of the stolen articles were found; while some of the missing jewellery was found in a box at the defendant's residence. All the stolen articles have since been recovered.

After preliminary evidence had been taken, the defendants were remanded until this afternoon.

MARINE COURT.

INDIAN GUARDS SENT TO PRISON.

The Marine Magistrate (Lieut. Comdr. G. F. Hole) sentenced two Indian guards of the s.s. *Borneo* to one month's hard labour apiece on charges of absconding themselves from the ship without permission when in Haiphong.

A boatmistress was fined \$5 for tying up alongside a vessel at a spot where there were already five boats moored. On a charge of carrying pigwash during prohibited hours, the master of the steam launch *Chingpo* was fined \$15.

Fines of \$10 each were imposed on two junkmasters for anchoring in the Southern Fairway.

CINEMA NOTES.

WORLD THEATRE.

"Being Respectable" a Warner Brothers Classic of the Screen, is scheduled for appearance at the World Theatre today. The story deals with the maelstrom of emotions to which even respectable people are liable. Louise Fazenda, who is described as the queen of comedy, plays the leading role.

QUEEN'S THEATRE.

Alice Lake, who heightened her fame in Metro's productions of "Should a Woman Tell?" and "Shore Acres," is to be seen in a new role at the Queen's Theatre today, when the new Metro special, "The Mist Wife," will be the feature. The story is of a young Western man, a family excessively careful of its manners, its account and its traditions. The little Westerner discovers the family isn't quite as careful of its morals. "The Mist Wife" is a picture of Julie Herne's successful stage play, "The Outsider."

CORONET THEATRE.

At all the sessions at the Coronet yesterday there were very large houses for the initial screening of Rex Ingram's latest photo-play, "Trifling Women." Its success will be greater before the season comes to an end, for it is a powerful and well conceived drama. The principal character of "Trifling Women" is Zoraida, the crystal gazer, but she succeeded in causing much more harm than the extraction of a few dollars from innocents of her own sex. She exploited the masculine sex for sheer devilment and money. But it led to the removal from her path of some of her admirers, and in the end proved her own undoing.

HORTICULTURAL SOCIETY. SOUND FINANCIAL POSITION. ANNUAL MEETING.

The annual meeting of the Hongkong Horticultural Society took place yesterday evening in the Board Room at the offices of Messrs. Jardine, Matheson and Co., Mr. J. A. Plummer presiding.

The Chairman said that he had first to apologise for the late date for which this meeting was called, but this was owing to the absence from the Colony of officials and other members of the Society. The position of the Society financially was sound. They completed last year with the substantial balance of \$1,698. He thanked the retiring President (Mr. Ho Kom Tong), the Hon. Secretary and the Hon. Treasurer for their work in doing so well for the Society, but he did not want members to run away with the idea that this represented untold wealth. They were fortunate last year in obtaining four new life members, and he hoped they would get as many this year.

The show last year was held at the Volunteer Headquarters, and they had been promised the same ground again this year, subject to building operations in progress at the present time. The show last year, on the whole, might be reckoned as a success, though the entries were smaller. He hoped this year they would have record entries and a large attendance. He would like to convey a message to the general public, namely, to keep March 3rd free for the flower show, and to look round their gardens to see whether they had anything to exhibit. New schedules were now in the Press and would be posted to members in the course of a few days. Those desirous of joining the Society should send subscriptions to the Secretary. The annual subscription of \$5 was now due.

He thanked Lt.-Col. Bird and officers for the use of the Volunteer Parade Ground, the Captain Superintendent of Police, the Superintendent of the Botanical Gardens, who so willingly assisted in various ways last year, and all who helped the Society in any way.

The following officials were elected: President, Mr. F. A. Plummer; Hon. Secretary, Mr. F. B. C. Hornell; Hon. Treasurer, Mr. J. P. Piercy. General Committee: Mrs. Aubrey, Mrs. Harrington, Mrs. Dyer, Messrs. H. Reid, H. Green, E. L. Sim, F. P. de V. Soares, J. P. Robinson, F. L. Squibb and Ho Kom Tong.

Mr. Dowbiggin, on behalf of the ordinary members, expressed thanks to the outgoing President and officials.

AVIATION IN KWANGTUNG. HIGH OFFICIALS' FIRST FLIGHT.

The *Canton Gazette* in its issue of Wednesday last, states that Mr. Hu Han Min, Civil Governor, and General Hsu Shung Chi, Commander-in-Chief of the Cantonese armies, had an insight, on Tuesday, into the Air Administration's various activities, and experienced their first aeroplane flight. The report reads:

A new chapter in the history of aviation in this province (Kwangtung) was opened yesterday when two of the highest officials of the Government took their first flight in an aeroplane and obtained for the first time a wonderfully instructive view of this ancient city.

Yesterday, the Civil Governor, Mr. Hu Han Min, and the Commander-in-Chief of the Cantonese armies, General Hsu Shung Chi, paid a visit of inspection to the aviation field at Taishatan, where the activities of the Air and Armoured Force Administration are concentrated.

Upon arriving at Headquarters, Governor Hu and General Hsu were received by Chief Officer Lee Mei, who is in charge of aviation matters, in the absence of Mr. Eugene Chen, the Director of the Air Administration.

After the workshops and sheds in the aviation field were gone over by the visitors, the fleet of aeroplanes were lined up for inspection and review. The foyes of Chinese aviators and pilots also paraded. These young men have been constantly on the job and receiving intensive training at the hands of German and Russian experts, who are veterans and "aces" of the European war.

Each Chinese aviator and pilot went through various exercises and demonstrations with their respective machines. The facility and ease with which they handled their machines, taking off and landing without the slightest difficulty greatly impressed the distinguished visitors. Each of the machines that went up in the air performed the usual daring "stunts," looping the loop and describing all sorts of circles; besides giving demonstrations of military operations by the bombing planes.

Flights at various speeds were made over the city and before long, Governor Hu and General Hsu were as enthusiastic as the professionals on the subject of aviation. Thereupon, the acting director, Mr. Lee Mei, invited them to take an air trip, and, nothing loth, they readily consented.

Governor Hu and General Hsu went up in separate aeroplanes, and were piloted all over the city limits, enabling them to obtain a remarkable view of the city from the air. Upon landing both agreed that they had an exhilarating and thrilling experience.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

MEDICAL TRAINING FOR WOMEN.

The Commissary of Interior has approved of the application of Dr. Lai Kwok Chi and Dr. Yang Man Chong, two native physicians, for the opening of a school of Chinese medicine in Canton exclusively for women. It is said that Chinese medical science is more than 1,000 years old, but this Canton school will probably be the first of its kind in China. The teaching of Western medical science to Chinese women, however, had its start nearly 50 years ago, when Dr. John G. Kerr of Canton Hospital in Canton had a school in connection with the hospital, for both men and women. About 30 years ago, Miss (Dr.) Mary Fulton started the Yan Chai or Hackett Medical College for Women in Canton.

INFANTS' CORPSES ABANDONED.

The Sanitation Division of the Department of Public Health in Canton, in addition to other duties, picked up 81 corpses of infants during the month of January. Other work during the month included the carting away of 193,188 piculs of refuse and the destroying of 17,368 dead rats.

STRIKE OF SILK OPERATIVES.

The six large silk filatures in Koon-shan, Nanhui, near Canton City, are now suspending operations because of the refusal of the several thousand factory girls to resume work until the half dozen girls arrested for leading a recent strike are released. The girls arrested have told the Magistrate of Nanhui that they acted as leaders of the strike at the request of their fellow workers.

VACCINATION.

Vaccination as a means of disease prevention is now well accepted even by the less enlightened in Canton City, as shown in the annual report of the Shun Ching Charitable Association, an institution serving the poorer section of the community. It shows that the institution vaccinated 4,711 persons in 1924, in addition to caring for 47,302 out-patients and filling 35,142 prescriptions free of charge.

INVOLUNTARY SERVITUDE.

In the last few days in Canton more than 600 coolies have been pressed into involuntary servitude by mercenaries for service on the Eastern front. In one case, seven Reds engaged seven rickshas to take them to the Canton-Kowloon railway station from the West Bund, and when they reached their destination, they asked the coolies to enter the station to collect the fares. The two coolies who followed the Reds to the train were taken away.

RICE JUNKS COMMANDEERED.

About 50 rice junks with their crews were commandeered at Fongtsuen, near Canton City, on February 2nd, for troop transportation service from Canton City to the East River districts, where the anti-Bolsheviks are concentrating for the attack on Canton. Fears are expressed that this will seriously affect the food situation in towns and villages depending wholly or partly on imported rice.

A NEW "MALOO."

The Sup Sam Hong Street in Canton, once the foreign business section in the factory days of the ancient city of "Rams," but recently destroyed during the conflict between the troops and the Canton Merchants Volunteers, is to be rebuilt as a modern "maloo" or avenue. A special assessment on property owners bordering the proposed "maloo," is to be made to cover the cost. The General Chamber of Commerce of Canton will act as trustees for this road building fund, while the Municipal Commissioner of Public Works will superintend the construction and let out contracts. Canton City now has about 21 miles of modern roads passable for all kinds of modern vehicles, including a motor bus service. Sup Sam Hong, before the fire was occupied by native banks of the money charging class and dealers in sea edibles. One of the leading Chinese banks, the Bank of East Asia, is also at Sup Sam Hong. The character of its construction enabled it to escape destruction. The rebuilding work in the modernization of the six streets around Ching Yuen Kai, next to Sup Sam Hong will be completed soon.

GEN. LI FOOK LAM AND COIN.

A paragraph, translated from a Chinese paper, appeared among the "Canton News" from our Chinese Correspondent, which was published in the *Hongkong Daily Press* of December 25th, 1924, implying that "coin as fine as 90 per cent of the regular standard" had been turned out by General Li Fook Lam in Canton.

Since the publication of this paragraph, we have been served with a Writ of Summons at the suit of General Li Fook Lam for damages for a libel contained in the paragraph. No previous communication from General Li Fook Lam was made to us, but we accept the writ as an emphatic and truthful declaration by General Li Fook Lam that the statement in the paragraph, as quoted by us, is false and without foundation. That being so we unreservedly withdraw all the imputations contained in the paragraph, and offer our sincere apologies to General Li Fook Lam, and express our deep regret that the *Hongkong Daily Press* has given to this Chinese Press report the publicity of its columns.

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CABLES.

LATEST CABLES
(THROUGH REUTER'S AGENCY.)

RETURN TO GOLD.

BIG FINANCIAL BATTLE MAY RESULT.

"WHAT HUMANITY PARTS WITH."

LONDON, February 5th.

The *Daily Express* forecasts that a big financial battle is coming over the question of the return to the gold standard, in which the combatants will be the Banks and City interests on the one part, and producers on the other.

The paper declares that the opposition to the gold standard is headed by the Federation of British Industries, which has formally expressed its disapproval and whose chief ally is likely to be popular opinion.

The *Daily Express* enumerates the chief objections to the gold standard:

Firstly, it will make us the economic vassal of America with its vast hoard of gold.

Secondly, the very fixity of the gold standard may operate adversely to the national interest on certain occasions.

The paper adds: "By accepting the gold standard, humanity parts with a good deal of power for grappling with and controlling the ebb and flow between prosperity and depression."

FLOW OF GOLD STREAM.

Some indication that the gold stream may be beginning to flow back from America to Europe and elsewhere is afforded in the *Weekly Bulletin* of Messrs. Samuel Montagu, which shows that, during the week, gold valued at \$30,314,000 is announced as engaged for shipment from New York, compared to \$11,110,000 in the previous week. The former amount includes \$17,989,000 for Australia, \$17,775,000 for India, \$5,000,000 for Berlin, \$4,700,000 for Europe and the Far East, \$2,800,000 for Europe and \$1,500,000 for Holland.

CASE OF GREEK PATRIARCH.

TURKISH PREMIER EXPLAINS TO ASSEMBLY.

"NO FOREIGN INTERVENTION."

CONSTANTINOPLE, February 5th.

Fethi Bey, Turkish Premier, in a statement to the Assembly in regard to the expulsion of the Greek Patriarch, declared Turkey had no desire to disturb the peace, but was unable to admit foreign intervention in an affair concerning her sovereign rights and prerogatives. He added: "Should our independence be attacked, we will have immediate recourse to measures to safeguard our rights and honour; and, if necessary, shall employ force of arms. But, the Government, while maintaining a vigilant attitude hopes the nervousness of Greece will be replaced by calm."

A secret session of the Assembly followed, at which the Commission of Foreign Affairs made a statement.

EARLIER CABLES.

FLIGHT TO SENEGAL.

FRENCH AIRMEN FORCED TO LAND IN MAURETANIA.

BASE, February 4th.

Captain Lemaître and Lieut. Arrachard, who left Etampes on February 3rd in an effort to make a non-stop flight to Dakar in Senegal, were forced to land in Mauretania, 750 kilometres from their goal.

The aviators thus covered 4,000 kilometres, which is 50 below the record made across America.

LATEST CABLES.

25 HOURS IN AIR.

PARIS, February 5th.

The aviators, Lieut. Arrachard and Capt. Lemaître, in trying to effect a direct flight from Paris to Dakar, were forced to land at Rio de Oro, about 750 kilometres from Dakar. They had covered approximately 3,600 kilometres without stop in 25 hours.—Havas.

EARLIER CABLES.

SINGAPORE CONFERENCE.

ADMIRALS TO DISCUSS NAVAL AFFAIRS.

LONDON, February 4th.

In addition to the ships already mentioned, the Australian cruiser *Adelaide*, now proceeding to Australia from England, and the *Concord*, which is being lent to Australia for four months in accordance with the scheme of interchange of ships, will attend the conference of Admirals at Singapore, in which both the *Brisbane* and the *Sydney* will participate.

OPIUM CONFERENCE.
EXHAUSTIVE DISCUSSION TO FIND FORMULA.

GENERAL, February 4th.

A committee of five representing Great Britain, France, United States, Japan and Finland held an exhaustive private discussion this morning with the object of finding a formula that will reconcile the divergence of views regarding the date from which shall run, the period of 15 years in which the use of prepared opium shall be effectively prohibited.

The committee were unable to agree, and it is understood that they will report in that sense to the joint committee of 18.

Dr. Sugimura tried hard to reconcile the Americans and the British, but all Mr. Porter would do was to concede a three years' grace, making the period 15 instead of 18 years.

The British adhered to their position.

The Finnish delegate, M. Toivola, rallied to the British view and there is now good reason to believe that neutral States which formerly supported the Americans are now going over to the other side, thus placing the Americans in the minority.

OIL IN CAUCASUS.

ALLEGED AMERICAN OFFER MADE TO SOVIET.

PARIS, February 4th.

Le Petit Parisien publishes an account of an interview its Moscow correspondent has had with M. Rykoff, President of the Council of Commissars, who is reported to have stated that the Standard Oil Company of New York has proposed to the Soviet that it should buy the entire oil output in the Caucasus over a period of from three to five years.

ELECTIONS IN EGYPT.

ZAGHUL PASHA IS NARROWLY DEFEATED.

CAIRO, February 4th.

The first degree elections were held to-day for the purpose of choosing delegates who on March 6 shall elect the members of the new Chamber.

Zaghlul Pasha was defeated by one vote, but the fact that he was not elected as an elector-delegate does not necessarily mean that he will not be elected as a member.

SHIPPING COMPANY SUED.

OCTOBER COUPONS OF ROYAL DUTCH LLOYD.

AMSTERDAM, February 4th.

The District Court decided that the Royal Dutch Lloyd will have to pay the October, 1924, coupons of those 7 per cent. bonds of which the holders had not agreed to reorganisation.

This means that the full face value must be recognised by the Company.

It is most probable that there will be an appeal to a higher court.

FOOTBALL AT HOME.

OXFORD UNIVERSITY DEFEAT LIGHT BLUES.

CUP AND LEAGUE RESULTS.

At Chelsea, in their annual "soccer" match, Oxford beat Cambridge by 4 goals to one.

The match had been postponed from December owing to fog, but was played to-day in glorious, Spring-like weather, before seven thousand people.

Oxford's forwards and halves were much superior to their opponents. After a quarter of an hour, Holmes scored a goal with a low shot. Seven minutes later Chadder scored; and then Holmes, meeting a perfect centre, headed in a third.

Do Koven, the Cambridge right back, injured his knee, and was transferred forward.

Four minutes from the interval, Holmes headed across for Chadder to score. Oxford at half-time were thus leading by 4 to nil.

Cambridge improved, but could not score until four minutes from the close, when Capel-Slaughtner netted after a smart run.

Oxford won, as stated, by 4 to 1.

The following are results of Cup replays:—

Everton 2; Sunderland 1; Portsmouth 0, Blackburn 0, after extra time. Blackpool 2, Bradford 1; Bolton 0, Spurs 1.

LEAGUE MATCH.

In the first division of the English "soccer" League, Liverpool beat Nottingham Forest by one goal to nil.

OLYMPIC GAMES.

NEXT FIXTURE TO BE HELD IN AMSTERDAM.

THE HAGUE, February 4th.

A Bill will shortly be introduced in the States-General providing for a grant of Fl. 1,000,000 spread over four years, 1925-1928, in four equal instalments, for the expenses of the Olympic Games at Amsterdam in 1928.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

CHINA INDEMNITY BILL.

MONEY TO BE DEVOTED PARTLY TO EDUCATION.

LONDON, February 5th.

The text has been issued to-day of the China Indemnity Application Bill, providing that any sums received after December 1st, 1923, on account of the China indemnity, shall be paid to the "China Indemnity Fund," to be devoted to educational and other purposes beneficial to the mutual interests of His Britannic Majesty's Government and the Republic of China.

A Committee of ten persons, including one woman and at least one citizen of the Republic of China will be appointed to advise the Foreign Secretary in regard to the application of the fund.

VISCOUNT TAKAHASHI.

APPOINTED ACTING MINISTER OF JUSTICE.

TOKYO, February 5th.

Viscount Takahashi has been appointed to act as Minister of Justice. He succeeds Mr. Sennosuke Yokota, whose death took place yesterday from pneumonia.

T.K.K. STEAMER DAMAGED.

S.S. "KOREA MARU" CRASHES INTO QUAY WALL.

TOKYO, February 4th.

The Toyo Kisen Kaisha steamer *Korea Maru*, while docking at Yokohama yesterday afternoon, crashed against the quay wall, tearing off 12 feet of her bow plates, and also damaging the wall.

The sailing of the *Korea Maru*, therefore, is indefinitely postponed.

Four hundred and ninety-seven passengers are held up, including Ambassador Matsudaira, who was scheduled to sail by that steamer.

It is believed that the *Taigo Maru*, which is at present at Kobe, will take the place of the *Korea Maru*.

JAPANESE DIET.

THREE MEMBERS SUSPENDED FOR TWO WEEKS.

TOKYO, February 4th.

Three members of the Diet who were implicated in last night's disturbance in the Diet have been suspended for a fortnight.

LATEST CABLES.
(REUTER'S AMERICAN SERVICE.)

MADAME SUGGIA.

PORTRAIT PRESENTED TO BRITISH NATION.

NEW YORK, February 5th.

Sir Joseph Duveen announces the purchase of Augustus John's portrait of the violinist, Madame Suggia, for presentation to the British Nation. The portrait originally was purchased by the wealthy New Yorker, Mr. W. P. Clyde. Before being sent to London, it will be exhibited at various American museums.

THE INVINCIBLE NURMI.

FLYING FINN LOWERS SHRUBB'S RECORD.

NEW YORK, February 5th.

The "flying Finn," Nurmi, to-day broke Alfred Shrubbs' record for the 4,000 yards, covering the distance in 10 minutes, 55 seconds.

EARLIER CABLES.

REPARATIONS PROBLEM.

SENATOR JOHNSON SCEPTICAL ABOUT RESULTS.

WASHINGTON, February 4th.

In the Senate, Mr. Johnson, referring to Mr. Secretary Hughes' communication on the reparations agreement, expressed deep concern regarding the results to be expected from this. It meant a new European policy for the United States in exchange for two and a quarter per cent. of the reparations and risked incurring Europe's hostility.

Mr. Hughes had not mentioned any reparations made by the American representatives. Mr. Johnson said he had private information that there was something of the sort, and that something might prove of controlling importance in coming years.

HAMBURG-AMERIKA LINE.

TEN ROTOR VESSELS ORDERED FOR CARGO TRADE.

WASHINGTON, February 4th.

The Department of Commerce learns that the Hamburg-America Line has ordered ten cargo-boats of the Fuetner type for their Hamburg-Rio Janeiro and Hamburg-East Asia routes, where it is calculated the trade winds and the monsoon conditions will enable savings to be effected of 40 and 60 per cent. in fuel on the respective routes.

MONEY MAKES MONEY.

ROCKEFELLER AND CARNEGIE SCIONS TO WED.

NEW YORK, February 4th.

A union between two of the richest families in the world is involved in the announcement of the engagement of Mr. James Stillmann Rockefeller and Miss Nancy Carnegie.

OUR LONDON LETTER.
PASSING OF DEVONSHIRE HOUSE AS HISTORIC MANSION.

SOME PROBLEMS OF MOTOR TRAFFIC.

[FROM OUR OWN CORRESPONDENT.]

LONDON, December 27th.

COVERED-IN MOTOR BUSES.

During the last couple of years there have been paragraphs in the newspapers from time to time about the wisdom of running covered-in motor buses in the London streets. Some months ago one specimen vehicle was stationed in Palace Yard for inspection by Members of Parliament. The authorities in control of London traffic are proverbially slow to move, and hence the delay there has been in coming to a decision to give covered-in buses a public trial.

I now hear that as a result of exhaustive experiments and tests carried out by the Ministry of Transport and the Public Carriage Department of Scotland Yard an omnibus has been designed which is even safer than the familiar type of bus open on top.

The General Omnibus Co. have got permission to place six covered-in buses on the streets and to increase the number as new buses are completed. The design provides for a permanent roof, with windows all round, those at the sides being made to lift up and down like the windows of a railway carriage; and the top deck is ventilated by a particularly ingenious arrangement above the front windows, which are fixed.

There has been some attempt to raise public discussion and protest against the decision to erect a huge block of flats on the site of Devonshire House, the London home of the Duke of Devonshire, which was sold some months ago, affording another proof of the way heavy taxation has hit the aristocracy of the country.

Devonshire House was the town-mansion of the Cavendishes for generations, and now it is to be replaced by a huge block of flats and business premises. But against the protests and criticisms that have appeared business men and even architects of eminence have declared that the new building, judging by the plans, will be a beautiful addition to the architecture of London.

The building is to be seven stories high, and will cost two and a half million pounds sterling. Thus where one duke used to live there will be hundreds of tenants. But all the same the new Devonshire House will not be the place for the poor man. The solicitors have let it be known that prospective tenants of the luxury flats in the palace are to be expected to pay a premium of £5,000, and the rents will be in the neighbourhood of £1,000 per annum. The ground floor level is to be used as shops.

The demolition of the old residence is proceeding apace. One cannot see the causeway leading to the other hand 10 miles an hour may be too fast in certain circumstances. The regulations in force now were framed at a time when there was a certain amount of hostility to motoring. Some better regulations are obviously needed, and I believe the new legislation will aim at placing motorists and motoring on a better footing in the eyes of the law.

One demand made in the newspapers is that in the future any one who proposes to take out a licence to drive a motor car or motor lorry shall first show proof of reasonable proficiency. To-day there is absolutely nothing to prevent the half-blind and the deformed from getting a driving licence on payment of five shillings. I knew a man myself, in my own circle of acquaintances, who drives his own car although he has only one arm. He lost his left arm in the war. I mention this to show how imperfect is the present system of control over motor licences. It will be to the advantage of all users of the roads when we get new rules and regulations under the authority of Parliament.

DEVONSHIRE HOUSE, NEW STYLE.

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One demand made in the newspapers is that in the future any one who proposes to take out a licence to drive a motor car or motor lorry shall first show proof of reasonable proficiency. To-day there is absolutely nothing to prevent the half-blind and the deformed from getting a driving licence on payment of five shillings. I knew a man myself, in my own circle of acquaintances, who drives his own car although he has only one arm. He lost his left arm in the war. I mention this to show how imperfect is the present system of control over motor licences. It will be to the advantage of all users of the roads when we get new rules and regulations under the authority of Parliament.

DEVONSHIRE HOUSE, NEW STYLE.

There has been some attempt to raise public discussion and protest against the decision to erect a huge block of flats on the site of Devonshire House, the London home of the Duke of Devonshire, which was sold some months ago, affording another proof of the way heavy taxation has hit the aristocracy of the country.

Devonshire House was the town-mansion of the Cavendishes for generations, and now it is to be replaced by a huge block of flats and business premises. But against the protests and criticisms that have appeared business men and even architects of eminence have declared that the new building, judging by the plans, will be a beautiful addition to the architecture of London.

The building is to be seven stories high, and will cost two and a half million pounds sterling. Thus where one duke used to live there will be hundreds of tenants. But all the same the new Devonshire House will not be the place for the poor man. The solicitors have let it be known that prospective tenants of the luxury flats in the palace are to be expected to pay a premium of £5,000, and the rents will be in the neighbourhood of £1,000 per annum. The ground floor level is to be used as shops.

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POLITICAL SITUATION IN CHINA.

[THROUGH REUTER'S AGENCY.]

DR. SUN YAT SEN.

LATEST BULLETIN STATES NO CHANGE IN CONDITION.

PEKING, February 5th.

The bulletin, issued to-day by the Peking Union Medical College, states the condition of Dr. Sun Yat Sen remains unchanged. His temperature is normal and pulse 120.

KUOMINTANG LEADERS.

SHORTLY TO BE ENTERTAINED BY CHIEF EXECUTIVE.

PEKING, February 5th.

The Chief Executive, Tuan Chi Jui, will shortly entertain the Kuomintang Leaders with a view to explaining the objects of the Reorganisation Conference and removing misunderstandings between the Provisional Government and the Kuomintang.

CONFERENCE TO MEET.

It is officially announced the Reorganisation Conference will meet on February 7th, when the regulations governing the procedure will be passed, and the first business meeting will take place on February 8th.

NAVAL CHANGES.

The Cabinet Meeting to-day, resolved that Admiral Tang Shou Chuang should succeed Admiral Tu Hsi Kuei as Commander-in-Chief of the Navy. Admiral Li Ching Hsi will succeed Admiral Yang Shou Chuang as Commander of the Training Squadron; Rear-Admiral Hsu Chien Ting will replace Admiral Li Ching Hsi as Commander of the Second Squadron, while Admiral Chen Chi Liang will take command of the First Squadron from Admiral Chow Chou Kuai, who is relieved of his post.

The *Chingpiu* reports that General Chang Hsueh Liang arrives in Tientsin to-day. Marshal Chang Tso Lin is expected to follow him to Tientsin in a few days.

SHANGHAI ARSENAL.

CHINESE CHAMBER OF COMMERCE TAKE OVER BUILDING.

SHANGHAI, February 4th.

A delegation from the Shanghai Chinese Chamber of Commerce visited the arsenal this evening, accompanied by the Minister for War from Peking, and took over the building.

The ceremony was entirely without incident.

MILITARY REORGANISATION.

MEMORANDUM FOR SUBMISSION TO CONFERENCE.

PEKING, February 4th.

Tuan Chi Jui has ordered the Military Reorganisation Commission to draft a Memorandum for submission to the Reorganisation Conference, under the following heads:—(1) General provision for the disbanded troops; (2) soldier labour in the development of waste lands on the frontier; (3) and (4) selection of highway routes and river conservancy work with the disbanded labour; (5) drafting a new military system; and (6) estimate of the total troops required for the national defence.

The above is to be submitted to the Conference as merely a technical document.

CHINA AND SOVIET.

PEKING'S NOTE TO AMBASSADOR KARAKHAN.

PEKING, February 4th.

With reference to the Note sent by the Vladivostok to the Soviet Ambassador, M. Karakhan, containing a warning against the high-handed policy of the Soviet Managing-Director of the Chinese Eastern Railway, it appears that the Chinese had resolved to impose a land-tax in the railway area instead of the railway tax, which entitled business concerns to have their goods shunted on to the railway without charge, but when the Chinese land-tax was imposed the railway authorities decided to charge \$5 for shunting each truck. This started a controversy, which has since been extended to other matters, in which Chang Tso Lin is mainly concerned.

THE GIBSON GIRLS.

A lady whose face and figure were familiar to half the world some years ago is now in London, but fame is fleeting, as the philosophers tell us, and she is attracting no attention. She is Mrs. Charles Dana Gibson, the original Gibson girl, who inspired her artist husband to produce a type of female beauty which was copied all over the world, and was made the basis of several musical comedies.

Mrs. Gibson is the sister of Lady Astor, who was the first woman to be returned to the House of Commons, and sits for Sutton Division of Plymouth. I think it is not generally known that the pioneer woman M.P. is one of the three famous sisters drawn and painted so often by Dana Gibson and the American artist who followed his lead. They were all beautiful, and they created a craze for the Gibson girl of the magazine cover. Mrs. Charles Dana Gibson is staying with Lady Astor in London.—H.B.

(Continued on next column).

VISITORS AT HOTELS.

ROSEDALE HOTEL.
Mr. L. Adler, Mr. G. A. Aithen, Mr. W. S. Allen, Mr. & Mrs. A. W. Van Andel, Mr. C. De Angelo, Mr. G. Applebaum, Mr. A. Aubrey, Mr. & Mrs. Bagram, Mr. F. C. Bannan, Miss K. Barlow, Miss K. Barwell, Mr. & Mrs. Beale, Mrs. E. R. Bellio, Mr. V. Benjamin, Mr. J. Bennett, Mr. H. Bickerton, Mr. R. J. Blissett, Mr. M. Bland, Mr. Blankitzki, Mr. G. Bowack, Mr. A. W. Graham, Mr. T. B. Brown, Mr. H. F. Buchanan, Mr. R. C. Bland, Mr. G. W. Bume, Miss D. D. Campbell, Mr. D. E. Caplan, Mr. E. Carles, Mr. H. Carr, Mr. Christopherson, Mrs. Christopherson, Mr. S. Christopherson, Mr. & Mrs. W. A. Cornell, Mr. H. M. Dalrymple, Mr. & Mrs. C. E. Davies, Mr. & Mrs. B. Deacon, Capt. Dickson, Mr. R. S. Dickson, Mr. S. T. Dockray, Miss M. E. E. Ellis, Mr. & Mrs. E. E. Ellis, Mr. F. M. Ellis, Miss M. Ellis, Mr. Carl Ellis, Dr. Douglas R. Gowler, Sir George and Lady Gibb, Mr. G. H. Gilson, Mr. L. M. Gill, Dr. R. E. Gill, Dr. & Mrs. J. Gould, Dr. & Mrs. I. C. Graham, Mr. M. E. Gros, Mr. W. Hague, Capt. T. P. Hall, Mrs. J. L. Hames, Misses A. Hamilton, Mr. & Mrs. W. A. Hannibal, Mr. H. Hancock, Mr. A. Hanson, Mr. G. A. Harman, Mr. J. Scott Harston, Mr. Mark Hauwa, Mr. E. Hausermann, Mr. W. D. Hawley, Mr. H. Van Egin.

REGULAR BAY HOTEL.
Mr. & Mrs. Hannerman, Mr. & Mrs. J. Behar, and child, Miss Borgstrom, Mr. & Mrs. A. Brodett, Mr. & Mrs. A. E. A. Carleton, Dr. Donald, Mr. & Mrs. F. C. Deking, Dr. Durn, Mr. W. L. Franklin, and his mother, Mr. & Mrs. L. H. Geare, Mr. & Mrs. A. J. Hayin, Mr. & Mrs. B. Hayin, Mr. & Mrs. P. M. Hodgson, Mr. & Mrs. E. F. Hill, Mr. & Mrs. A. Lane, Mr. & Mrs. S. H. Langston, Mr. & Mrs. G. D. Lays, Miss Lays, Major A. S. Littlejohns, Mr. L. D. Lloyd, Mr. L. M. S. Lloyd, Mr. W. H. Lock, Mr. D. C. Logan, Mr. & Mrs. W. Logan, Mr. & Mrs. T. A. Martin, Mrs. J. McAlister, Mr. R. McGregor, Mr. E. E. Minnick, Mr. & Mrs. D. W. Manton, Miss Newholmes, Mr. W. Ogden, Mr. & Mrs. B. Ollerton, Mr. A. H. Penn, Major & Mrs. E. H. Phillip, Mr. & Mrs. E. H. Remington, Mr. A. Ritchie, Lt.-Col. & Mrs. O. Sanders, Mr. & Mrs. L. G. Scott, Mr. R. P. Shaw, Mr. W. F. Simmons, Mr. R. H. Skelton, Mr. & Mrs. T. H. Smith, Mr. & Mrs. G. E. Stabbings, Mr. O. P. Sturges, Mr. & Mrs. E. F. L. Sturges, Mr. J. S. Thomas, Mr. & Mrs. C. Thwaites, Miss Thwaites, Mr. A. W. Tickle, Mr. M. H. Turner, Lt.-Col. & Mrs. H. Trevelyan, Lady E. C. Turner, Mr. & Mrs. M. V. Walker, Capt. A. E. Watts, Miss C. Willmott, Mr. & Mrs. F. D. Wood, Mr. G. O. Worrall.

Palace Hotel.
Mr. C. W. Alexander, Mr. & Mrs. G. Barrett, Mr. H. Buer, Mr. J. S. Cor, Mr. & Mrs. H. Goldenberg, Miss Grant, Mr. S. S. Harris, Mr. O. Hatt, Mr. O. H. Haslewood, Mr. J. Jack.

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A safe and certain remedy for internal pains and disorders.

Woodward's Grippe Water is a delicious, harmless combination of ingredients which counteracts sourness, fermentation and acidity, and thus effectively prevents diarrhoea and other ills which spring from a disordered stomach. A small dose stops baby's fretting, pains and stomachache, and permits natural sleep. Larger doses relieve pain of indigestion and soothe the stomach in older children and adults.

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THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

THE 9,513 BOOKS OF 1924.

HOW MANY WILL SURVIVE?

John Blunt, the well-known contributor to the *Daily Mail*, writes:—During 1924 no fewer than 9,513 new books have been published in this country. These books represent, I suppose, the passionate convictions, the desire for fame, the hope of fortune of an army of people, many of whom are foredoomed to disappointment.

I cannot imagine what happens to all the thousands of new books, aggregating millions of copies, that appear every year, but it is quite certain that the vast majority pass away into complete oblivion within a decade. Places like the library at the British Museum must resemble an enormous graveyard of defeated ambition and wasted labour.

When one thinks of the sheer mental and physical effort involved in writing, even the most ephemeral of volumes, it seems tragic for so little recompense—for while we hear of the few successes we do not hear of the innumerable failures—on the other hand, we must remember, first, that creation, in spite of all its pains, is a joy to the creator, and, second, that the talent to create brings forth every now and again, a real jewel amid the huge accumulation of rubbish.

As one might have expected, fiction heads the list. I imagine that for a hundred years it always has done so, and always will so in the future. For both writers and readers want to escape from a world full of hard and painful facts into that other world of the imagination, where problems have a way of being happily solved; where life is more exciting, where everything is so inevitably more simple than in real existence.

The novels of this day serve their purpose and disappear, and only one in perhaps a thousand mirrors life with sufficient power and vision to become part of the country's literature. Genius is rare, and its products are ephemeral, and the result of so much effort and so many hopes, that are certain to be forgotten very shortly is rather painful. It makes one realise the fleetness of everything.

Hundreds of years ago the French poet Villon wrote a line of poetry which, in a translation, has become one of the famous quotations of English verse—"But where are the snows of yesterday?" and it seems to me that if we were living now we might very well have made the books of yesterday the subject of his melancholy reflection. For they, too, have vanished like the snows; only, unlike the snows, they represented the beliefs, the labours, and the hopes of men and women.

Of course, I do not forget that misplaced egotism may be the cause of many books being written, but the desire for self-expression may belong equally to the dunce as to the genius, and, after all, some people who have been thought madmen have afterwards been considered prophets.

Who is to be the final judge? We must leave the decision to posterity, knowing full well that only a handful of grain will survive the close winnowing of the years.

WEAPONS OF RACE OF GIANTS?

FOREST OF TIGERS AND ELEPHANTS.
RESEARCH IN NORFOLK.

During the last three or four years, writes a correspondent of a London paper, Mr. Reid Moir has been carrying out archaeological researches in a remarkable deposit known as the Cromer Forest Bed. It lies at the very base of the high cliffs of the Cromer coast.

The bed is composed chiefly of layers of gravel and peat, and in its lower part contains a large quantity of roots and other parts of trees and the fossil remains of many extinct animals. In addition to these vestiges of a vanished land surface, there has now been found, by Mr. Reid Moir, a large series of massive flint implements which prove that man was present in Norfolk when the Cromer Forest Bed was being laid down.

GOLF.

WHAT IS A STROKE?

COUNTING FOUR SHOTS WITH NO BALL TO HIT.

(By R. ENDERBY HOWARD.)

Even holiday golf has its serious side. It has enabled a correspondent, writing from a seaside course, to find an entirely new form of chastisement.

He says that in his club's qualifying round for a holiday tournament he lost four strokes and a place in the semi-finals through the sheer perversity of the committee.

What happened was that at one hole he drove into a bunker. He went to that part of the hazard in which he thought his ball had lodged, and, being unable to see it, came to the conclusion that it must have buried itself in the loose sand.

A small gap in the soil at exactly the spot that he had marked down as the locale of the ball seemed to offer the solution of its disappearance. He resolved to "explode" the sand with a mighty niblick shot, and make it disgorge the ball. Under the rules he could have scraped aside sufficient sand to enable him to see the top of the ball, but, like a lot of people, he thought that he had no right to touch anything in a hazard before playing the shot.

Four times he aimed powerful blows at the gap without producing any result beyond clouds of sand. Then a straggler on the links walked up to him with the information: "Your ball didn't go into that part of the bunker; it went in over there"—pointing to the other end of the hazard.

Sure enough, it lay in a good position, and the player went on to return one of the leading scores. At the finish, however, the question arose as to whether he ought to count the four strokes which he had delivered at the sand where there was no ball to hit.

The committee decided in the affirmative. They based their finding on the definition: "A stroke is the forward movement of the club made with the intention of striking the ball." Obviously he had intended to strike it—although it was not there. This is actually the first time that anybody had played four deliberate and even heroic shots without having anything to hit.

ELECTRIC HANDICAPS.

A member of a London club draws attention to what he regards as an injustice in connection with electric competitions.

An electric competition is the kind of event which a generous captain nominates at holiday-time when he wants his fellow-members to do battle for a case of carvers or some other prize he may offer. As all students of golf-diversions are aware, it is a scoring affair in which everybody plays two rounds, and is allowed at the finish to choose the better score that he has made at each hole in the two rounds, the total thus obtained for 18 holes being his electric score.

It is a custom as old as this form of competition itself—and it is very old—to give half handicaps. The idea is that full handicaps would give undue help to the weaker players, because they do not often take their 7s and 8s at the same holes in consecutive rounds, and so have the advantage of the arrangement by which everybody chooses his better score.

My correspondent says that this is all wrong, and seeks to prove his point by his own experience. In the first round—which happened also to decide the monthly medal competition—he did the best score under full handicap—viz., 35 less 7, 78. In the second round he improved his figures at three holes.

But, having to halve his handicap, he found that his electric net score was 73; and so, he says, his only reason for improving at three holes and having the right of choosing the best holes was to be debited with a score half a stroke worse than his first. And so he has come to the conclusion that half handicaps in electric competitions are absurd.

MONTH-NAMES FOR GIRLS.

"MAY'S" POPULARITY IN THE PEEBLES.

In prefacing the new issue of "Debut" Mr. Arthur G. M. Heslridge, the editor, makes the interesting note that "all but some 25 of the existing Peers have either received the titles by deed or they are now known as Queen Victoria's first Jubilee in 1897, and the same applied to all but about 150 Barons; it would therefore seem safe to say that in the period of half a century, a complete change takes place in the holders of all hereditary honours."

The same observer—who certainly must have ample opportunities for forming an opinion—remarks that to the great number of girls named May, and the less number named April, must now be added another fashionable month-name—"judging by the number of people who have during the past year christened their daughters 'June'."

THE GORDONS OF RUSSIA.

The Recorder of London, Sir Ernest Wild, expressed a hope at the City of London Court recently that some day the law would prevent aliens from taking distinguished British names by deedpoll. A witness, whose name was formerly Gordon, gave his name as Gordon. His counsel stated that he had taken the name in the legal way.

The Recorder: "Are you anything to do with Scotland?" The Witness: "No." Where do you come from?—Russia. The Recorder: "Why do they want to take these splendid old names? I think the Gordons had better call themselves something else."

INTIMATIONS

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PRINCE LINE FAR EAST SERVICE

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "PRINCE" having arrived from the above Port on 31st January, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Saturday, 7th February, 1925, at 10 A.M.

All Claims must be presented within 15 days of the Steamship's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th February, 1925, will be subject to Rent.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by FURNESS (FAR EAST), LTD., 2nd Floor, King's Building, Connaught Road, Hongkong. Telephone No. 3166.

Hongkong, 31st January, 1925. (1797)

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from 1924, to

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CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to read Home.

INTIMATIONS

NOTICE TO CONSIGNEES.

AMERICAN AND MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship "CITY OF CHESTER" Consignees of Cargo by a.s. "CITY OF CHESTER" are hereby notified that the Cargo has been transhipped at Manila into a.s. "SUISANG" and is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 9th February, 1925, will be subject to Rent.

All Claims against the Steamship must be presented to the Undersigned on or before 9th February, 1925, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 3rd February, 1925. (1813)

THE BEN LINE STEAMERS, LTD.

FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENLOMOND" Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to Rent.

All Claims against the Steamship must be presented to the Undersigned on or before 23rd inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBBS, LIVINGSTON & CO., LTD., Agents.

Hongkong, 2nd February, 1925. (1805)

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "FIUME-L" FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSADA, ADEN, COLOMBO, PENANG AND SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence and/or from the wharves, delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 2nd inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to Rent.

All Claims against the Steamship must be presented to the Undersigned on or before the 19th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 10 A.M., by our Surveyors, Messrs. GOSWAMI & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 2nd February, 1925. (1803)

OCEAN STEAMSHIP CO., LTD.

OHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES OF COMPANY'S STEAMER "EURYPILOS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 4th February.

Optional Cargo will be loaded, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 10th February, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th February, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th February, 1925. (1821)

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for

Box No. 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

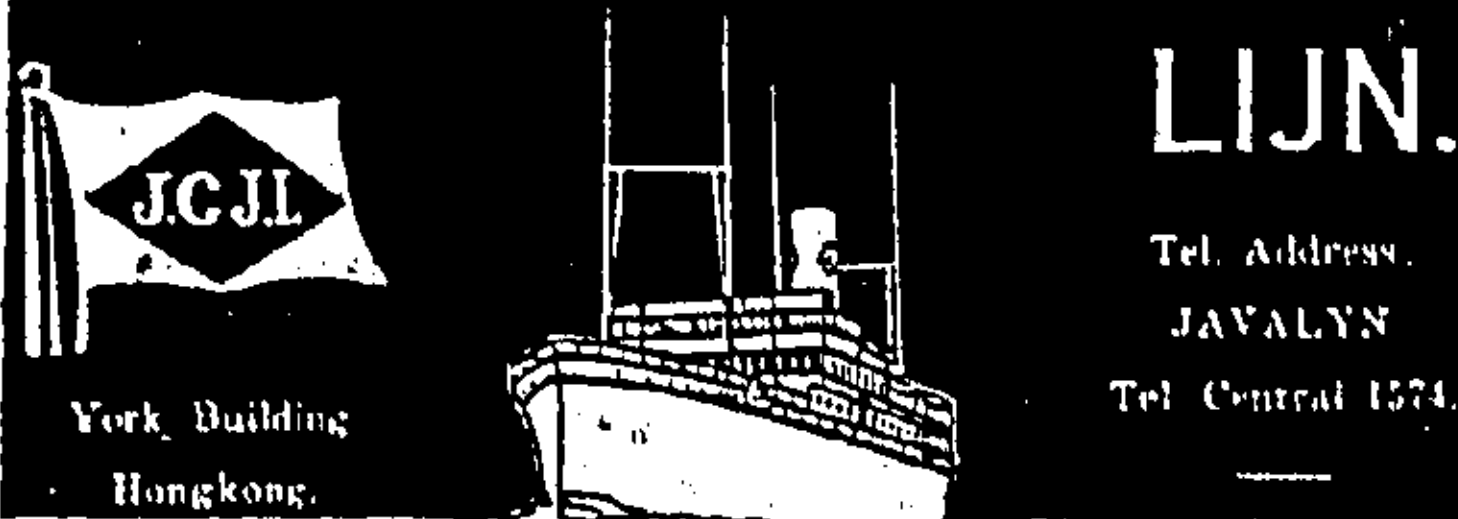
FOUND—After the Boxing Tournament at the Theatre Royal on Saturday, January 31st, 1925, a Gold-finished SPECTACLES. Owner may have the same upon paying the Cost of this Advertisement.

(187)

CHINESE WANTED FOR British Firm

with Bookkeeping knowledge. Apply stating Salary Required and Experience to Box No. 68, c/o Hongkong Daily Press.

(166)

JAVA-CHINA-JAPAN-
LIJN.

REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TRISONDARI	JAVA via BATAVIA	8th Feb.	12th Feb.	SHANGHAI
TJILEROET	JAPAN	12th "	14th "	BATAVIA
TJIKEMBANG	SHANGHAI	15th "	21st "	BATAVIA
TJIKINI	JAVA via MEXAR	23rd "	25th "	AMOR & SHANGHAI
TJIMANOEK	JAVA via MEXAR	5th Mar.	10th Mar.	JAVA

Wireless Telegraphy.

The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

HOLLAND EAST ASIA LINE
of the United Netherlands
Navigation Company.

Regular Fort-weekly Service between

Japan, Vladivostok, China, Hongkong, Manila, Singapore

and
Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and
North Continental Ports.SAILINGS FOR GENOA, MARSEILLES, ROTTERDAM,
AMSTERDAM, HAMBURG AND BREMEN.

"OLDREKER"	...	27th Feb., 1925
"GEMMA"	...	15th March
"ZOSMA"	...	1st April

ARRIVALS FROM EUROPE:

"GEMMA"	...	8th Feb., 1925
"ZOSMA"	...	10th March

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LIJN.

Agents.

York Building.

THE SWEDISH EAST ASIATIC
COMPANY, LIMITED,

GOTHENBURG.

Regular Monthly Freight Service for

VALENCIA, HAVRE, ROTTERDAM, AMSTERDAM, HAMBURG,
COPENHAGEN, GOTHENBURG and OTHER
SCANDINAVIAN PORTS.

M.S. "CANTON"	...	Will leave on or about
M.S. "NANKING"	...	5th March
	...	5th April

Subject to change without Notice.

For further particulars please apply to—

GILMAN & CO., LTD.

Agents.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S. "ANNAM"

will be loading for BARCELONA, VALENCIA, DUNKIRK, ROTTERDAM,
AMSTERDAM, HAMBURG, COPENHAGEN,
and other SCANDINAVIAN PORTS.

About 16th February, 1925.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Australien"	20th February	25th March
M/S. "Asia"	15th March	20th April
M/S. "Java"	15th April	—
M/S. "Afrika"	10th May	—

Subject to change without notice.

For further particulars please apply to—

JOHN MANNERS & CO., LTD.

Agents.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD
MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, the scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Knot, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

Bottle Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else or

extra profit—do not accept it. Insist on having VETARZO. The genuine has words

VETARZO BLOOD MEDICINE on Government Stamp. Sold by LEASHE CLARK CHEMISTS.

DEATH SENTENCE ON VAMPIRE.
21 MURDERS PROVED.

Sentence of death was passed twenty-four times on December 18th on the Hanover vampire, Fritz Haarmann. He was charged with twenty-seven murders, but the court decided that in three cases the evidence was not absolutely conclusive. Some alienists hold that even the larger number cannot possibly exhaust the full toll of his atrocious and loathsome crimes, and estimate the total as high as fifty. With the exception of a few counts, Haarmann made minutely detailed confessions, and for days the court listened to his grim narrative of how he cut up the bodies of his victims, and disposed of the fragments in various ways. He consistently repudiated the imputation of insanity, but at the same time he maintained unhesitatingly that all the murders were committed when he was in a state of trance, and unaware of what he was doing. This contention was specifically brushed aside by the bench, which in its judgment pointed out that, according to his own account of what happened, it was necessary for him to hold down his victims by hand in a peculiar way before it was possible for him to inflict the fatal bite on their throats. Such action necessarily involved some degree of deliberation and conscious purpose.

Judgment was pronounced amid a scene such as is seldom witnessed in a court of law. The police had received news that a notorious female had left another town with the avowed intention of shooting Haarmann after sentence had been pronounced, so rendering impossible a change of decision through an appeal or the prerogative of mercy. In consequence of this warning the members of the public who crowded into the court were carefully searched for arms before being admitted. But not even this precaution was considered sufficient. When the judges returned to their places to pass sentence a dozen gendarmes entered the court and took up positions in a line separating the bench and dock from the public area, and facing the latter, so that no threatening movement on the part of a spectator could pass unnoticed.

PRISONER'S STATEMENT.

Haarmann listened to the sentence without wincing. When asked if he had anything to say, he replied: "I accept the judgment fully and without reservation, though I have been charged with several cases of which I am not guilty." The presiding judge advised him to consider carefully before he committed himself to such a declaration. To this Haarmann replied: "That has long ago been well considered." He had said very much the same in a lengthy speech which he made before the Court retired to consider its judgment. In this address he had declared his readiness to send him to an asylum, of which he had had experience in his earlier days.

"Condemn me to death (he said). I only ask for justice. I am not mad. It is true that I often get into a state of which I know nothing, but that is not madness. Make it short, make it soon. Deliver me from this life which is a torment. I will not petition for mercy, for will I appeal. I have made things easy for you gentlemen, make them all, also, easy for me. I should only like to add that the police have done everything possible to clear up the affair. At first I denied, but they started rather roughly with me, and that I cannot bear. Afterwards the situation became clear to me, and it is still absolutely clear. I thank you, gentlemen."

Haarmann will long present a problem for criminal psychologists. His case is not one which can be discussed in a daily paper, but it contains many very curious features. A good deal of the evidence indicated that in the ordinary affairs of life the murderer passed for a good-natured and obliging man. His relations with the Hanover police were quite intimate. Two or three members of the force had to admit that they had accepted his presents or hospitality. The greater part of his grisly narrative was delivered to the Court in a tone of cheerful complaisance. He spoke for hours of the foulest and most atrocious things without revealing the faintest trace of moral consciousness, but when he mentioned his mother his voice faltered.

LESS IDLE SHIPPING.

DECREASE BY MORE THAN HALF
IN A YEAR.

In the House of Commons recently, Mr. W. Guinness, Financial Secretary to the Treasury, said idle British shipping tonnage was less than half what it was a year ago, the decrease being from 725,000 tons to 325,000.

Dealing with the proposal to extend the Trade Facilities Act to the shipbuilding industry, Mr. Guinness suggested that shipbuilders might thereby be enabled to try new methods of construction which would not otherwise be undertaken; a hint, perhaps, of the possibility of constructing a "rotor" ship in British yards.

He drew attention to the large sums of money to be expended by the different railway companies on new work—£14,000,000 by the London, Midland, and Scottish; £12,000,000 by the Great Western; £11,000,000 by the Southern; and £7,000,000 by the London and North-Eastern.

TROPICAL DISEASES.

After consultation with Sir Francis Newton, High Commissioner for Southern Rhodesia, and with Dr. Andrew Fleming, Medical Director for Southern Rhodesia, the London School of Hygiene and Tropical Medicine has agreed to send out research workers to investigate diseases common to Rhodesia and to Tropical and sub-Tropical Africa. The Government of Southern Rhodesia for its part has undertaken to make a generous contribution to the school for the purposes of this research work, and to provide laboratory accommodation and equipment.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.STEAMER FOR STRAITS, COLOMBO,
AUSTRALIA, BOMBAY, EGYPT,
MEDITERRANEAN PORTS
& LONDON.THROUGH BILLS OF LADING ISSUED
FOR BATAVIA, PERSIAN GULF,
CONTINENTAL AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship

"DONGOLA"

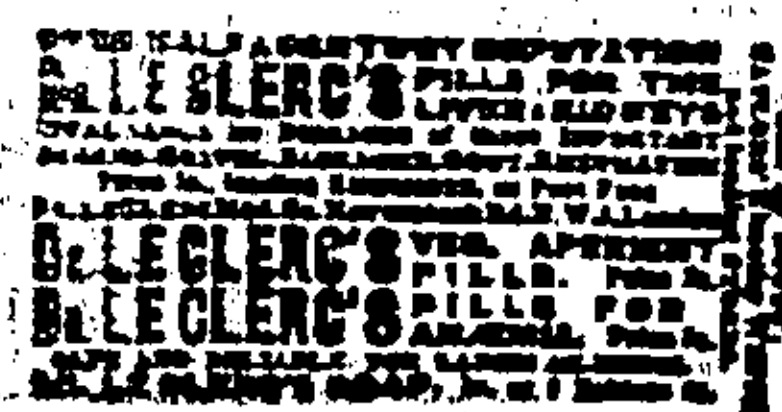
Captain C. P. Cooper, O.B.E., R.D., R.N.R., carrying His Majesty's Mails, will be despatched from this Port on or about SUNDAY, the 9th FEBRUARY, 1925, at 10 a.m., taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 5 p.m. on Friday, the 6th February, 1925. The contents and value of all packages must be declared.

For further particulars, apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 2nd February, 1925. [1796]

C. E. WARREN & CO., LTD.

SANITARY ENGINEERS, &c.

OFFICES & CHINA BUILDING,
SHOWROOM } QUEEN'S ROAD CENTRAL,
TEL. C. 269. } HONGKONG.SANITARY GOODS,
FIRE GRATES,
COOKING STOVES,
FLOOR & WALL TILES.ESTIMATES FREE FOR HEATING
INSTALLATIONS, HOT & COLD
WATER SYSTEMS, ETC. [1489]

VESSELS EXPECTED.

Atsuta Maru (N.Y.K.), due February 10th.
Dardanus (Blue Funnel), due February 16th.
Hakone Maru (N.Y.K.), due March 9th.
Haruna Maru (N.Y.K.), due February 10th.
Kashima Maru (N.Y.K.), due February 23rd.
Malua (P. & O.), due to-day.
Morea (P. & O.), due to-day.
Nanking (Swedish), due February 26th.
President Adams (Dollar), due March 2nd.
President McKinley (Admiral Oriental), due February 17th.
Salo Maru (N.Y.K.), due February 10th.
Tanda (E. & A.), due to-day.
Tango Maru (N.Y.K.), due February 11th.
Theeius (Blue Funnel), due March 1st.
Yamagata Maru (N.Y.K.), due February 21st.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.			
MANILA	"SUISANG"	Saturday	7th Feb. 3 p.m.
SHANGHAI via SWATOW	"WOSANG"	Sunday	8th Feb. 7 a.m.
HAIPHONG via HOIHOW	"MINGANG"	Monday	9th Feb. 10 a.m.
BANGKOK via SWATOW	"HANGSANG"	Tuesday	10th Feb. 7 a.m.
TIENTSIN	"CHIFSHING"	Tuesday	10th Feb. 7 a.m.
SARDAKAN	"LINSANG"	Tuesday	10th Feb. Noon
STRAITS & CALCUTTA	"NAMSANG"	Tuesday	10th Feb. 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"KINGSING"	Wednesday	11th Feb. 7 a.m.
SHANGHAI via SWATOW	"WAISHING"	Friday	13th Feb. 7 a.m.
SHANGHAI via SWATOW	"FOOSHING"	Sunday	15th Feb. 7 a.m.
YOKOHAMA via AMOY, SHANGHAI & KOBE	"BARRYMORE"	Saturday	28th Feb. 7 a.m.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

CALCUTTA—HONGKONG—JAPAN LINE ... EVERY TEN DAYS
HONGKONG—MANILA LINE ... EVERY THREE DAYS
HONGKONG—HAIPHONG LINE ... EVERY SATURDAY FROM BOX PAKE
HONGKONG—BOMBAY LINE ... EVERY SUNDAY FROM BOX PAKE
HONGKONG—PENANG LINE ... EVERY FORTNIGHT
HONGKONG—BANGKOK LINE ... EVERY WEEK

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE:

OUTWARDS.		HOMEWARDS.	
Vessel.	Due Hongkong.	Vessel.	Leave Hongkong.
"GLENIFFER"	13th Feb.	"GLENSHIRE"	17th Feb.
"GLENOSLE"	19th Feb.	"GLENBROOKSHIRE"	24th Feb.
"GLENSHANE"	10th March	"GLENBROOKSHIRE"	5th Mar.
"GLENARBRY"	19th March	"GLENOSLE"	12th Mar.
		"GLENOSLE"	27th Mar.
			London, Rotterdam & Hamburg.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

Telephone: Central No. 215 sub-ex. 23, and Central 2396.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED

TOKYO JAPAN

SOLE AGENTS

MITSUI BUSSAN KAISHA LTD.

HONGKONG

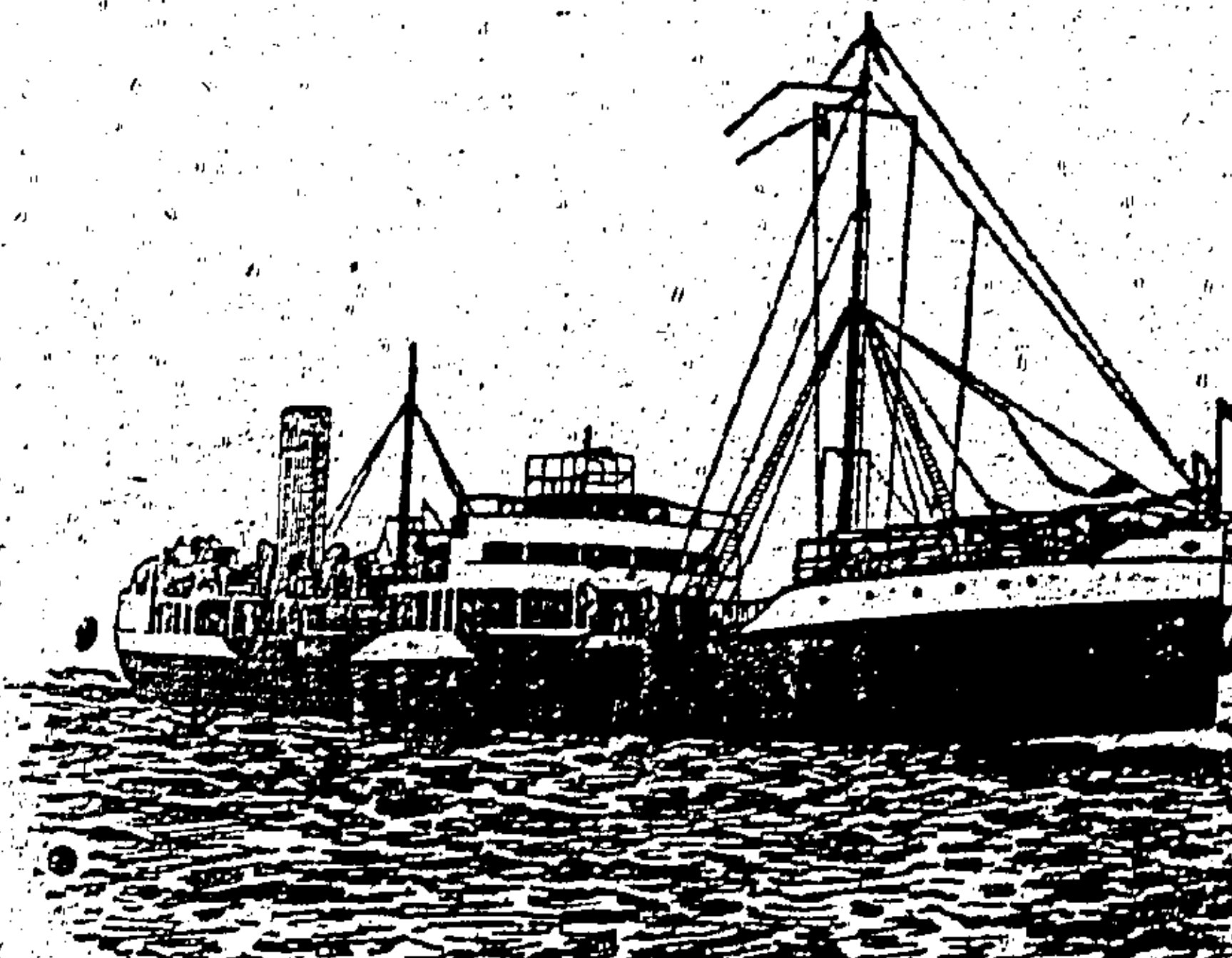


THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

CODE UNDER A1, A.B.C. FIFTH EDITION; Engineering, First and Second Editions.

Western Union and Wireless, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers Iron and
Brass Founders, Forge Masters, Electricians

OIL TANK STEAMER "PALUDINA"

427' 0" x 52' 17" x 11' 0" 8,400 tons d.w. x 2,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK in the order of THE ANGLO SAKON PETROLEUM CO., LTD., being one of four similar vessels built in these works in the same order.

Please address enquiries to the Chief Manager:

R. M. DYER & Co., M.L.N.A., Kowloon Dock, Hongkong.

THE BANK LINE, LTD.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

S.S. "CITY OF BEDFORD"	via Suez Canal	7th Feb.
S.S. "LORENZO"	via Suez Canal	7th Mar.
S.S. "KASNOGA"	via Suez Canal	19th Mar.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

S.S. "HARTSIDE"	via Suez Canal	10th Feb.
S.S. "COPENHAGEN"	via Suez Canal	31st Mar.

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

S.S. "CITY OF BARODA"	For MARSEILLES, LONDON, ROTTERDAM & HAMBURG.	4th Mar.
S.S. "CITY OF PEKIN"	For LONDON, ROTTERDAM & HAMBURG.	28th Mar.
S.S. "TRAFFORD HALL"	For MARSEILLES, LONDON, ROTTERDAM & HAMBURG.	11th Apr.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

Sails Hongkong.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Illo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE, LTD.

Tel. Cent. 4791.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the
BLUE FUNNEL LINE
(OCEAN S.S. CO., LTD. AND UNION MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BEDFORD"	via Suez Canal	7th Feb.
S.S. "KT. COMPANION"	via Suez Canal	19th Feb.
S.S. "RENEUS"	via Suez Canal	28th Feb.
S.S. "LORENZO"	via Suez Canal	7th Mar.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongk. and Sailings for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
CHANTILLY	1st Jan. 1925	5th Feb. 1925	15th Feb. 1925
PORTHOS	10th Jan. "	16th Feb. "	15th Mar. "
ANGKOR	19th Jan. "	25th Feb. "	25th Mar. "
FONTAINEBLEAU	28th Jan. "	16th Mar. "	12th Apr. "
ANGERS	12th Feb. "	30th Mar. "	30th Apr. "
PAUL LECAT	19th Feb. "		

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A CLASS (1st Class) £ 95. 0s. 0d. B CLASS (1st Class) £ 83. 0s. 0d.
STEAMERS (2nd) £ 83. 0s. 0d. STEAMERS (2nd) £ 60. 0s. 0d.
Through Tickets to London and Landing Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. " " loading for HAVRE, ANTWERP & DUNKIRK about
S.S. "YANG-TSE" from DUNKIRK, LONDON & HAVRE is due to arrive about end of February.
Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "GAELIC PRINCE" 10th Feb. 1925.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3100.

Telegrams: Furness.

(Incorporated in Great Britain)
King's Building.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
Straits, Java, Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MOREA"	10,911	7th Feb. Noon	Marseilles & London
"DONGOLA"	8,933	8th Feb. 10 a.m.	S'pore, Penang, Colombo & B'way.
"BARDINIA"	8,934	19th Feb.	Marseilles & London
"KASHMIR"	8,934	21st Feb.	Marseilles & London
"MALWA"	10,941	7th Mar.	Marseilles & London
"JYPORE"	6,513	11th Mar.	S'pore, Penang, Colombo & B'way.
"SOUDAN"	8,938	18th Mar.	Marseilles & London
"KASHGARA"	8,938	21st Mar.	Marseilles & London
"SICILIA"	8,938	31st Mar.	S'pore, Penang, Colombo & B'way.
"KARNATA"	10,938	4th Apr.	Marseilles & London
"MAEDONIA"	11,089	18th Apr.	Marseilles & London
"NAGOYA"	8,934	18th May	S'pore, Penang, Colombo & B'way.
"SARDINIA"	8,934	18th May	Marseilles & London
"SOUDAN"	8,938	28th May	S'pore, Penang, Colombo & B'way.
"MOREA"	10,911	18th June	Marseilles & London
"KALYAN"	8,938	27th June	Marseilles & London
"MALWA"	10,941	11th July	Marseilles & London
"KASHMIR"	8,934	11th July	Marseilles & London
"MANTUA"	10,938	26th July	Marseilles & London

BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,000	7th Feb. 1 p.m.	Singapore, Penang & Calcutta
"TILAWA"	10,000	15th Feb.	do
"TALAMBA"	8,018	28th Feb.	do
"TARLAWA"	7,936	6th Mar.	do
"TARLAWA"	7,936	22nd Mar.	do
"TAKADA"	6,946	27th Mar.	do

EASTERN AND AUSTRALIAN SAILINGS (South)

"TANDA"	6,358	28th Feb.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	8,000	1st April	
"ST. ALBANS"	8,000	29th April	
"TANDA"	6,358	3rd June	
"ARAFURA"	8,000	1st July	
"ST. ALBANS"	8,000	31st July	

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Haio, Cebu, Kolambagan, Tawac, Timor, Darwin, & other ports en route as indicated on the following—
Freight connections with Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, the P. & O. Royal Mail Steamers to London via Suez Canal (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MALWA"	10,941	8th Feb. 4 p.m.	Shanghai, Moji & Kobe
"TANDA"	6,358	7th Feb. D.L.	Moji & Kobe
"TAKAWA"	7,936	12th Feb.	do
"KASHGARA"	8,938	21st Feb.	Shanghai, Moji & Kobe.
"SOUDAN"	8,938	21st Feb.	do
"TAIREA"	7,936	2nd Mar.	Moji & Kobe
"SICILIA"	8,938	7th Mar.	Shanghai, Moji & Kobe.
"ARAFURA"	8,000	7th Mar.	Moji & Kobe
"MANTUA"	10,938	7th Mar.	Shanghai, Moji & Kobe.
"TAKADA"	6,946	21st Mar.	Moji & Kobe
"KARNATA"	10,938	3rd Apr.	do
"MAEDONIA"	11,089	4th Apr.	Moji & Kobe
"ST. ALBANS"	8,000	17th Apr.	Shanghai, Moji & Kobe
"BARDINIA"	8,934	23rd Apr.	do
"NAGOYA"	8,934	1st May	do
"MOREA"	10,911	1st May	do
"SONDAN"	8,938	9th May	Moji & Kobe
"TANDA"	6,358	15th May	Shanghai, Moji & Kobe
"KALYAN"	10,941	29th May	do
"MALWA"	8,000	6th June	Moji & Kobe
"ARAFURA"	8,938	18th June	Shanghai, Moji & Kobe
"KASHMIR"	10,938	26th June	do
"MANTUA"	8,000	4th July	Moji & Kobe
"ST. ALBANS"	8,000	10th July	Shanghai, Moji & Kobe
"KASHGARA"	11,089	24th July	do

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

* Passengers for Hongkong must defray their own hotel expenses at Singapore while awaiting the on carrying steamer.
All Cables are fitted with Electric Fans free of charge.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Cornhill Road Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN
(Occupying 9 or 10 Days)

HAICHING	Capt. A. H. Stewart	Friday, 8th Feb. at 1 p.m.
HAIFONG	Capt. W. O. Beaumont	Tuesday, 10th Feb. at 4 p.m.
HAIFONG	Capt. Ellis Walker	Friday, 13th Feb. at 1 p.m.

* Calling at Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near Black Pier).

Round Trip Tickets will be issued from Hongkong to Fouchow (Pagoda Anchorage) and Return by the same Steamer by the "HAICHING," "HAIFONG" and "HAICHING" at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
SAIGON	"CHANGHONG"	On 6th Feb. 10 a.m.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 8th Feb. 4 p.m.
SHANGHAI	"SOOCHOW"	On 7th Feb. 11 a.m.
SHANGHAI & TSINGTAO	"LIANGCHOW"	On 7th Feb. 4 p.m.
HOIHOW & BANGKOK	"CHENAN"	On 8th Feb. 10 a.m.
SHANGHAI, WEIHAIWEI, CHEFOO & TIENTSIN	"CHEKIANG"	On 8th Feb. 11 a.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 8th Feb. 11 a.m.
AMOI & SHANGHAI	"SZECHUEN"	On 10th Feb. D.L.
HOIHOW & SINGAPORE	"KWEIYANG"	On 11th Feb. 10 a.m.
SHANGHAI & TSINGTAO	"LUCHOW"	On 11th Feb. 4 p.m.
SWATOW & SHANGHAI	"SHANTUNG"	On 13th Feb. 11 a.m.
SWATOW & SHANGHAI	"SUNING"	On 13th Feb. 11 a.m.
SWATOW & BANGKOK	"KINGCHOW"	On 15th Feb. 11 a.m.
AMOI, SWATOW & SINGAPORE	"KINGCHOW"	On 15th Feb. 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 15th Feb. 4 p.m.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Saturdays (via Swatow and extending to Pukow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

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HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Due at Hongkong on or about	Due to sail for Manila, Port Banga, Thursday Is., & Australia on or about
"TAIYUAN"	23rd Feb.	23rd Feb.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

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\$66.

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OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "LACONIA" — Sails about 15th Feb. 1925.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S. "VENEZIA" — Sails about 7th Feb. 1925.

S.S. "NUMIDIA" — Sails about 25th Feb. "

S.S. "LACONIA" (cargo only) — Sails about 25th Mar. "

S.S. "FIUME" — Sails about 27th Mar. "

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S.S. "UMONA" — Sails about 16th April

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Branch Office: 5, MITARAI, Amoy

No. 17, Bankam Street West

Tel. Central 3154.

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